



**CLARKSVILLE URBANIZED AREA
METROPOLITAN PLANNING ORGANIZATION**

Stan Williams
MPO Director
stanwilliams@cityofclarksville.com

329 MAIN STREET
CLARKSVILLE, TN 37040
PHONE: (931)645-7448

Jill Hall
Transportation Planner
jhall@cityofclarksville.com

AGENDA

**For the Technical Coordinating Committee and the Executive Board of the
Clarksville Urbanized Area Metropolitan Planning Organization (MPO)**

Date: Thursday, February 8, 2024

Time: 11:00 a.m.

Location: In person meeting at Regional Planning Commission (RPC) lower conference room
(Executive Board must be in-person to vote) and virtual access link at www.CUAMPO.com website

- 1) Review, discussion and adoption of the minutes from the January 11, 2024 meeting;
- 2) Review, discussion and adoption of Resolution 2024-04 to amend Transportation Improvement Program (TIP) Project #70 in the FY2023-FY2026 TIP to add \$1,400,000 total funds (\$1,120,000 STBG-L + \$280,000 local match) to the construction project and correct the length, termini wording, total project cost, and long-range plan ID#;
- 3) Review, discussion and adoption of Resolution 2024-05 to amend Transportation Improvement Program (TIP) for Clarksville Transit Systems budget revisions for TIP projects 25 and 72:
 - TIP #25 Associated Capital Maintenance - In FY2024, change the 5307 total funds from \$150,000 to \$392,421 (313,936 fed; 39,242 state; 39,243 local).
In FY2025 change the 5307 funds in the amount of \$150,000 total funds to \$510,000 total funds (408,000 fed; 51,000 state; 51,000 local).
 - TIP #72 Transit Buses – In FY2024, add in 5339 total funds of \$538,648 (430,918 fed; 53,865 state; 53,865 local).
In FY2024, add in 5307 total funds of \$1,538,648 (430,918 fed; 853,865 state; 853,865 local).
In FY2025, change the 5339 total funds from \$2,500,000 to \$2,100,000 (1,680,000 fed; 315,000 state; 105,000 local).
In FY2025, change the 5307 total funds from \$1,000,000 to \$2,000,000 (0 fed; 1,600,000 state; 400,000 local).
- 4) Review, discussion and adoption of Resolution 2024-06 to authorize the filing of an application with the Dept. of Transportation for a grant under the Infrastructure Investment and Jobs Act (IIJA) and committing the local share of funds necessary to secure a Section 5303 grant application through KYTC.
- 5) New Business – members of the public and/or MPO members;
- 6) Adjourn.

Clarksville Urbanized Area
Metropolitan Planning Organization (MPO)'s
Joint Technical Coordinating Committee and Executive Board Meeting
January 11, 2024 @ 11:00 am

In-Person Meeting in the RPC lower conference room
with the Virtual Meeting/You Tube Option

Members Present (in-person and virtually):

| | |
|--------------------|---|
| Mayor Golden* | Montgomery County Mayor |
| Mayor Pitts* | City of Clarksville Mayor |
| Herman Wright* | Rep. Tennessee Dept. of Transportation (TDOT) |
| Jared Jeffers* | Rep. Kentucky Transportation Cabinet (KYTC) |
| Mike Ringgenberg* | CTS |
| Daniel Capparella* | Greater Nashville Regional Council (GNRC) |
| Tom Britton* | Rep. City of Hopkinsville |
| Brian Ahart* | Rep. City of Oak Grove |
| Stacy Morrison | TDOT |
| Jon Storey | TDOT, R3 |
| Jay Norris | TDOT, Region 3 Director |
| Shaun Armstrong | TDOT |
| Caylie Armstrong | TDOT |
| David Layhew | TDOT |
| Chasity Bell | TDOT, Local Programs |
| Robert Harris | TDOT, Local Programs |
| Angela Hernden | PADD |
| Lovelynn Fischer | Oak Grove |
| Marc Corrigan | TDEC |
| Melanie Murphy | FHWA-TN |
| Lauren Winters | City of Clarksville |
| Nick Powell | Montgomery County Engineer |
| Chris Cowan | Street Department |
| Daniel Morris | RPC |
| Jeff Tyndall | RPC |
| Stan Williams | MPO |
| Jill Hall | MPO |

*Voting members

Mayor Pitts called the meeting to order and welcomed those viewing on-line. He started with the first item on the agenda: the review, discussion and adoption of the minutes from the November 16, 2023 meeting. The minutes were adopted unanimously.

Item #2 on the agenda was the review, discussion and adoption of Resolution 2024-01 for the 2050 Metropolitan Transportation Plan (MTP). Mr. Williams reviewed the development of the 2050 MTP and state that it had gone through both the State and Federal review. The document is too large to print. It's available on-line at the www.cuampo.com website. The document is separated into the Main Report and 5 Technical documents. The Main Report has the project list given on pages 33 to 41. The next update to the MTP will be in five years. There were no public comments.

Mayor Golden made the motion to adopt Resolution 2024-01 and Mr. Ringgenberg seconded the motion. The resolution was adopted unanimously.

Item #3 on the agenda was the review, discussion, and adoption of Resolution 2024-02 for the Conformity Determination Report (CDR) associated with the updated 2050 MTP. Mr. Williams stated the document is available on line at the MPO website. The IAC has reviewed and approved the document. There were no public comments. Mayor Golden made the motion to adopt Resolution 2024-02 and Mr. Ringgenberg seconded the motion. The resolution was adopted unanimously.

Item #4 on the agenda was the review, discussion and endorsement of Resolution 2024-03 for the Clarksville MPO's project prioritized list for FY2025-FY2027 to be included in TDOT's 3-Year Plan. Mr. Williams listed the three prioritized projects selected to be endorsed by the Executive Board. They are as follow:

1. I-24 widening, from west of SR-48/Exit 1 near KY State line to east of SR-76/ Exit 11 (PIN# 124656.00) FY27 and FY30 included in the 2017 IMPROVE Act and the current TDOT 10 yr. project plan
2. SR-48/Trenton Rd widening, from near SR-374 to near I-24 (PIN# 123071.00) FY24 and FY25 included in the 2017 IMPROVE Act and the current TDOT 10 yr. project plan
3. SR-237/Rossvie Rd widening, from east of International Blvd to east of Kirkwood Rd (PIN# 130293.00) FY27 per the Annual Statewide Partnership Program.

Mayor Golden made the motion to adopt Resolution 2024-03 and Mr. Ringgenberg seconded the motion. The resolution was adopted unanimously.

Item #5 on the agenda was the review and discussion of the FY2023 Obligation Report, which shows the amount of federal funds spent within the Clarksville MPO planning area for FY2023. Mr. Williams reviewed the table and the total federal dollar amounts of \$14,928,866.76 spent in the MPO area.

Item #6 on the agenda was the update on the Clarksville Transit System's CPT-HSTP and COA studies. Mr. Williams said the COA study that started in April was completed. The COA study is to identify the strengths and weaknesses of the existing CTS system and to develop recommendations to improve ridership, productivity, and efficiency. Mr. Ringgenberg said they were working on the long-term changes recommended by the COA and had not started with the short-term changes. Mr. Williams said the document was on the MPO's website: www.cuampo.com.

Mr. Williams deferred to Mr. Capparella on the CPT-HSTP. Mr. Capparella said that GNRC has partnered with Clarksville MPO to do the document. There will be a kick off meeting in February on the development of the Plan. He said they had finalized the slides for the meeting. The main goal of the document is to create a better transit system for transportation disadvantaged communities: older adults, persons with disabilities, and persons of low-income; through

evaluating the existing system, assessing the transportation needs of the disadvantaged communities, identify gaps and select short- and long-term strategies to meet these unmet needs.

Item #7 on the agenda was the update by Stan Williams on the SS4A Safety Action Plan. He said there had been several meetings with the Steering Committee. The consultants received over 1,000 responses to the public survey and the consultant's booth at the Christmas on the Cumberland to engage the public. The SS4A Action Plan should have the first draft completed in March and be completed by June 2024. This will allow the MPO to apply for the SS4A Implementation Grant in June 2024.

Item #8 on the agenda was the update by Marc Corrigan, TDEC, on air quality. Mr. Corrigan said with respect to TDEC's implementation of the VW Beneficiary Mitigation Plan, TDEC's Office of Energy Programs anticipates releasing both Level 2 electric vehicle charging infrastructure grants which may include multi-family housing charging infrastructure, and also may include a rural destination charging component. In addition, a diesel vehicle replacement funding program in the first half of 2024 will likely fund all vehicle categories that TDEC included in its Beneficiary Mitigation Plan: school buses, transit buses and trucks. It is most likely that replacement of older diesel vehicles with new diesel vehicles will not be eligible - only alternative fuel replacements are anticipated.

With respect to the Climate Pollution Reduction Grants (referred to as TVERS in Tennessee), TDEC has completed an emissions inventory and is developing a list potential control measures from stakeholder input. The application for grants is due to EPA April 1, 2024.

EPA announced the availability of at least \$500 million in funding under the Clean School Bus Program. Applications will be accepted until 4 PM on January 31, 2024. EPA indicated that they anticipate publishing a final revised PM2.5 National Ambient Air Quality Standard (NAAQS) by the end of last year. A decision by the EPA Administrator is potentially imminent.

Item #9 on the agenda was the Federal Updates by Melanie Murphy, FHWA-TN. Ms. Murphy gave the following updates:

Greenhouse Gas (GHG) Final Rule

In November, FHWA published a final rule that requires State DOTs and MPOs to establish declining CO2 targets (relative to CY2022) for the greenhouse gas measure; there is no mandate as to how low targets must be.

For State DOTs:

- By February 1, 2024, State DOTs must establish and report 4-year targets in the State Initial GHG Report. A template will be provided, including the CO2 factors to be considered.
- Starting in 2026, State DOTs will be required to establish 2-year and 4-year targets and report on a biennial basis.

For the MPOs:

- MPOs are required to establish 4-year emissions reduction targets for their MPA.
- MPOs must establish CO2 targets no later than 180 days after State DOTs establish a target.
- MTPs and TIPs must be updated to reflect the GHG measure within the next 2 years.

Manual on Uniform Traffic Control Devices (MUTCD) Update Effective January 18, 2024

Last month, FHWA published the final rule adopting the 11th Edition of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). The MUTCD is the national standard for traffic control devices used on all public roads, bikeways, or private roads open to public travel. States must adopt the 11th Edition of the National MUTCD as their legal State standard for traffic control devices within two years from the effective date, which is January 18th, 2024.

Bridge Investment Program (BIP)

FHWA announced the availability of \$9.7 billion in funding through the Bridge Investment Program. FHWA is soliciting applications for “Planning” grants for planning, feasibility analyses, and revenue forecasting associated with the development of a project, and “Bridge Project” grants for bridge replacement, rehabilitation, preservation, and protection projects with total eligible costs of \$100 million or less.

- Planning Project grant applications are due February 19th.
- Bridge Project Grant applications are due March 19th.
- States, MPOs, and local jurisdictions are all eligible entities

RAISE

On November 30, 2023, the U.S. Department of Transportation (USDOT) announced the availability of \$1.5 billion in funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program. RAISE grants will be awarded on a competitive basis for planning or constructing surface transportation infrastructure projects with significant local or regional impact.

- The application deadline is February 28, 2024.
- States, units of local government, and transit agencies are all eligible.

Item #10 on the agenda was the TDOT updates by Stacy Morrison on project updates and coordination. Mr. Morrison discussed the planning grants available up to \$200,000 and the application was due by April 2024. He said the Clarksville’s CRP funds had been increased by a total of \$243,000 for the 2024-2026 allocations. This was due to the population increase between the 2010 and 2020 U.S. Census. He then asked Mr. Norris, TDOT Region 3 Director to speak on the TMA Act and the 10 year plan.

Mr. Norris introduced himself and complimented the Mayors for their leadership through the areas growth. He stated that Clarksville was in the top 25 cities in the nation for fastest growing. Tennessee was #5 for one way U-Hauls this past year. He stated that Tennessee is a fiscally conservative state and remains debt free for road projects, and it now cost more to do business.

The TMA Act gives the state/TDOT three things

- It gives state the authority to work with public and private entities.
- The electrical vehicles will pay \$274.00 tax and is tied to inflation so there will not be a lost to the roadway fund.
- It gave TDOT \$3.3 billion. The 300 million went to the counties in TN. The 3 billion was divided into each region at \$750 million per each area.

TDOT developed how to spend the 3 billion for the next 10 years. In the 10-year plan there is an additional 1.2 billion added each year. This accumulates to 15 billion dollars over the next 10 years. TDOT reviewed all projects, including the SPP projects. The dollar amount needed for all projects across the state was 30 billion. He stated that unfortunately that the Rossview Road widening project toward the new school system was not in the 10-year plan, and no area was able to move all of their projects forward. He asked Mr. Storey with TDOT, to discuss the Clarksville projects within the 10-year plan.

Mr. Storey said the 10-year plan was on the TDOT website, for those wanting additional information. He stated that the two projects that were in the Clarksville area was the Trenton Road widening. He said that ROW will start in 2025 and there are 300 property tracts to purchase in the 4-mile length of the project. Construction is scheduled to begin in 2029. The second project was the I-24 widening from Exit 11 to the KYTC state line. The cost estimate is 500 million dollars. The project will begin in 2027. The construction will be done in two phases and is scheduled to begin in 2033. Mr. Norris said the I-24 widening project will have one contractor for the design and the build. Mr. Norris introduced Mr. Prior with Region 3. Mr. Prior gave a project update for the area: McClure bridge was completed; Sango Intersection has begun and has a completion date of May 2025; resurfacing at Hwy 12 near McAdoo Creek Rd, I-24 at Trough Springs Rd to county line; and near red river bridge. Mr. Prior said the Performance Based Maintenance 5-year contract will be taken over by 2 large contractors that are new to Tennessee. Mayor Pitts asked about the safety issue on the east bound side at Exit 11. Mr. Prior said he had chased a sink hole from Vaughn Road to I-24 to the median. He will have the regional traffic engineer look at the design.

Item #11 on the agenda was new business from members of the public and/or MPO members. There was no new business from the public. Mr. Tyndall, RPC Director said that the Comprehensive Plan's public meetings had to be moved to Jan 23rd, Jan 24th, Jan 27th at the public library due to the tornado. The RPC plans to adopt the Plan in March 2024. He said he those effected by the tornado will not have to deal with zoning issues when they're rebuilding. Mr. Tyndall said the Guthrie Hwy Corridor Access Management will be in resolution format and he plans to bring it before the county commissioners in a month. Mr. Williams said there would be another Executive Board MPO meeting on February 8, 2024 to amend the Lafayette Rd project in the FY2023-FY2024 TIP.

Item #12 Mayor Pitts adjourned the meeting.

Dated: January 11, 2024

Mayor Joe Pitts, Chairman
MPO Executive Board

RESOLUTION 2024-04

APPROVING AMENDMENT 95 (TN #3) TO THE FY2023-FY2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND ASSOCIATED CONFORMITY DETERMINATION REPORT (CDR) OF THE CLARKSVILLE URBANIZED AREA METROPOLITAN PLANNING ORGANIZATION(MPO)

WHEREAS, the Transportation Improvement Program (TIP) is prepared on a four-year basis, per FAST Act guidance, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of projects recommended by the Technical Coordinating Committee (TCC) for selection by the Executive Board to be advanced during the program period; and

WHEREAS, to amend the FY2023-FY2026 TIP for TIP# 70, Lafayette Road; to change the termini, project length, construction funding amounts, total project cost and Long-Range Plan#.

- a. Termini – change from “from Walnut Grove Road 1,940 feet to/thru Ft. Campbell Gate” to “from Walnut Grove Road 1,940 feet through Ft. Campbell Gate”;
- b. Project length - from 0.44 miles to 0.37 miles;
- c. Construction funding – added \$1,400,000 total funds to FY2024 construction phase. This is divided out as \$1,120,000 federal STBG-L funds and \$280,000 local match.
- d. Total project cost -increased from \$2,688,000 to \$4,088,000;
- e. Long Range Plan # - changed from project’s location in the 2045 MTP to the 2050 MTP adopted on January 11, 2024;

WHEREAS, members of the Interagency Consultation (IAC) agreed that this amendment is nonexempt from air quality conformity and required the associated CDR be provided for the FY2023-FY2026 TIP to meet the federal transportation conformity requirements in 40 CFR Part 93; and

WHEREAS, the locally developed Participation Plan has been followed. The 14 - day public review period began on January 24, 2024 and ended February 7, 2024. Said document was made available for review; and

WHEREAS, members of the TCC did acknowledge re-demonstration of fiscal constraint and recommended approval for Amendment TN #3 and the associated CDR to the Executive Board;

NOW, THEREFORE, BE IT RESOLVED, that the Clarksville Urbanized Area Metropolitan Planning Organization’s Executive Board does adopt Amendment 95 (TN #3) of the FY2023- FY2026 TIP and the associated CDR of the Clarksville Urbanized Area.

Resolution Approved: February 8, 2024

Mayor Joe Pitts, Chairman
Clarksville Urbanized Area MPO

*New
Amd 95
Feb 8, 2025
(Clarksville Amd TN#3)*

TIP Project Report 12/28/2023

| | | | |
|--------------------|---------------------------|------------------------|--------------------|
| TIP ID | PIN # | Length in Miles | Lead Agency |
| CLK 70 | 121387.00 | 0.37 | Montgomery County |
| State | County | | |
| TN | Montgomery | | |
| State Route | Total Project Cost | | |
| | \$4,088,000 | | |

Project Name

LaFayette Road

Termini

From Walnut Grove Road 1,940 feet through Ft. Campbell Gate

Project Description

Reconstruction and widening of approximately 1,940 feet of LaFayette Rd. The widening will consist of four 12' lanes with paved shoulders that transition from 10' wide to a 2.5' curb and gutter on both sides of the roadway. The center lane will be tapered from 5 lanes into a 4 lane section for entry into the gate. *EFL Project Mgmt phase, FLAP funding \$38,000.00*

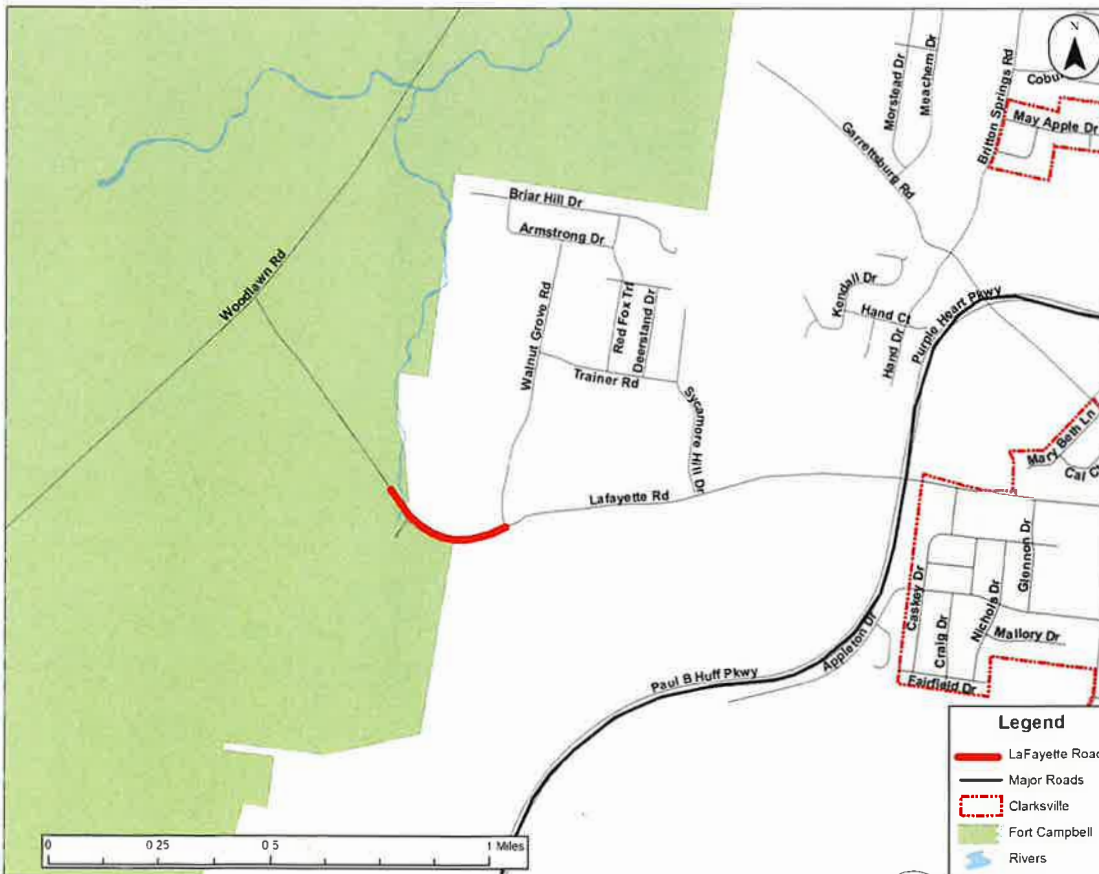
Long Range Plan #

#10; Table 7 ; pg 36

Conformity Status

Non-Exempt

| FY | Phase | Funding | Programmed Funds | Fed Funds | State Fund | Local Funds |
|--------------|-------|---------|--------------------|--------------------|------------|------------------|
| 2023 | CONST | STBG-L | \$250,000 | \$200,000 | \$0 | \$50,000 |
| 2023 | CONST | FLAP | \$2,080,000 | \$1,664,000 | \$0 | \$416,000 |
| 2024 | CONST | STBG-L | \$1,400,000 | \$1,120,000 | \$0 | \$280,000 |
| Total | | | \$3,730,000 | \$2,984,000 | \$0 | \$746,000 |



TIP Project Report 12/18/2023

*Old
Amd 95
Feb 8, 2024
(Clarksville Amd TN#3)*

| | | | |
|--------------------|---------------------------|------------------------|--------------------|
| TIP ID | PIN # | Length in Miles | Lead Agency |
| CLK 70 | 121387.00 | 0.44 | Montgomery County |
| State | County | | |
| TN | Montgomery | | |
| State Route | Total Project Cost | | |
| | \$2,688,000 | | |

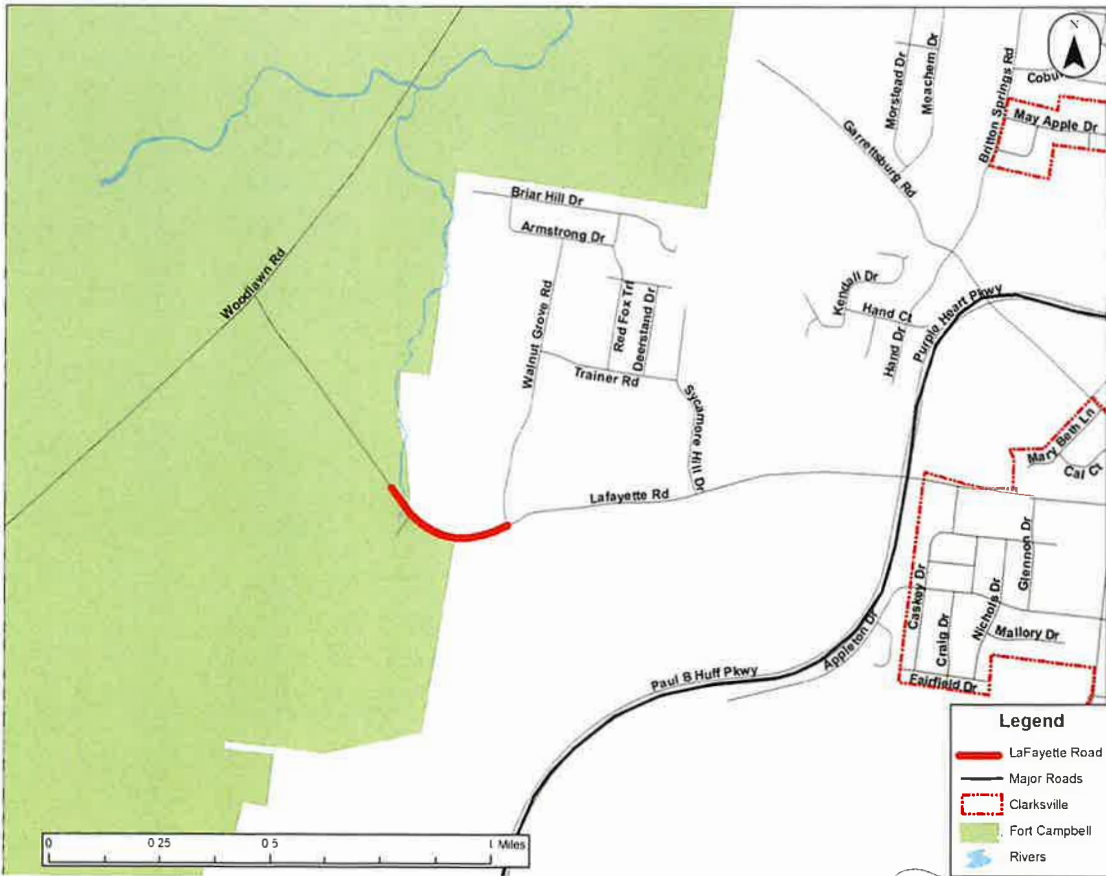
Project Name
LaFayette Road

Termini
From Walnut Grove Road 1,940 feet to/thru Ft. Campbell Gate

Project Description
Reconstruction and widening of approximately 1,940 feet of LaFayette Rd. The widening will consist of four 12' lanes with paved shoulders that transition from 10' wide to a 2.5' curb and gutter on both sides of the roadway. The center lane will be tapered from 5 lanes into a 4 lane section for entry into the gate. *EFL Project Mgmt phase, FLAP funding \$38,000.00*

| | |
|---------------------------|--------------------------|
| Long Range Plan # | Conformity Status |
| #106; Table 11.3; pg 11-5 | Non-Exempt |

| FY | Phase | Funding | Programmed Funds | Fed Funds | State Fund | Local Funds |
|--------------|-------|---------|--------------------|--------------------|------------|------------------|
| 2023 | CONST | STBG-L | \$250,000 | \$200,000 | \$0 | \$50,000 |
| 2023 | CONST | FLAP | \$2,080,000 | \$1,664,000 | \$0 | \$416,000 |
| Total | | | \$2,330,000 | \$1,864,000 | \$0 | \$466,000 |





eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO

*New
Amd 95
Feb 8, 2024
(Clarksville Amd TN#3)*

| Fund Code | Fiscal Year | Budget Total | Programmed Funds | Federal Funding | State Funding | Local Funding | Federal Carryover | Remaining Balance |
|-------------|-------------|--------------|------------------|-----------------|---------------|---------------|-----------------------|-------------------|
| 5303 | 2023 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 5303 | 2024 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 5303 | 2025 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 5307 | 2023 | \$5,986,922 | \$5,986,922 | \$3,327,395 | \$1,172,742 | \$1,486,785 | \$0 | \$0 |
| 5307 | 2024 | \$13,183,374 | \$13,183,374 | \$7,488,532 | \$1,692,638 | \$4,002,204 | \$0 | \$0 |
| 5307 | 2025 | \$10,195,283 | \$10,195,283 | \$5,177,798 | \$1,478,742 | \$3,538,743 | \$0 | \$0 |
| 5307 | 2026 | \$14,157,424 | \$14,157,424 | \$8,259,939 | \$1,893,742 | \$4,003,743 | \$0 | \$0 |
| 5310 | 2023 | \$316,476 | \$316,476 | \$263,158 | \$26,659 | \$26,659 | \$0 | \$0 |
| 5310 | 2024 | \$300,000 | \$300,000 | \$240,000 | \$30,000 | \$30,000 | \$0 | \$0 |
| 5310 | 2025 | \$300,000 | \$300,000 | \$240,000 | \$30,000 | \$30,000 | \$0 | \$0 |
| 5310 | 2026 | \$300,000 | \$300,000 | \$240,000 | \$30,000 | \$30,000 | \$0 | \$0 |
| 5339 | 2023 | \$628,152 | \$628,152 | \$502,521 | \$62,815 | \$62,816 | \$0 | \$0 |
| 5339 | 2024 | \$589,015 | \$589,015 | \$471,212 | \$58,901 | \$58,902 | \$0 | \$0 |
| 5339 | 2025 | \$2,768,000 | \$2,768,000 | \$2,214,400 | \$276,800 | \$276,800 | \$0 | \$0 |
| 5339 | 2026 | \$218,000 | \$218,000 | \$174,400 | \$21,800 | \$21,800 | \$0 | \$0 |
| CMAQ | 2023 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CMAQ | 2024 | \$955,440 | \$955,440 | \$955,440 | \$0 | \$0 | \$0 | \$0 |
| CRP | 2023 | \$956,599 | \$700,000 | \$765,279 | \$0 | \$191,320 | \$0 | \$256,599 |
| FLAP | 2023 | \$2,080,000 | \$2,080,000 | \$1,664,000 | \$0 | \$416,000 | \$0 | \$0 |
| HIP | 2023 | \$1,002,211 | \$1,002,211 | \$801,769 | \$200,442 | \$0 | \$0 | \$0 |
| HPP | 2023 | \$2,400,000 | \$2,400,000 | \$1,920,000 | \$480,000 | \$0 | \$0 | \$0 |
| HSIP | 2023 | \$480,000 | \$480,000 | \$432,000 | \$48,000 | \$0 | \$0 | \$0 |
| HSIP | 2024 | \$60,000 | \$60,000 | \$54,000 | \$6,000 | \$0 | \$0 | \$0 |
| HSIP | 2025 | \$30,000 | \$30,000 | \$27,000 | \$3,000 | \$0 | \$0 | \$0 |
| HSIP | 2026 | \$30,000 | \$30,000 | \$27,000 | \$3,000 | \$0 | \$0 | \$0 |
| HSIP-R | 2023 | \$35,000 | \$35,000 | \$31,500 | \$3,500 | \$0 | \$0 | \$0 |
| HSIP-R | 2024 | \$35,000 | \$35,000 | \$31,500 | \$3,500 | \$0 | \$0 | \$0 |
| HSIP-R | 2025 | \$20,000 | \$20,000 | \$18,000 | \$2,000 | \$0 | \$0 | \$0 |
| HSIP-R | 2026 | \$10,000 | \$10,000 | \$9,000 | \$1,000 | \$0 | \$0 | \$0 |
| IMPROVE ACT | 2023 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| KYTC CRP | 2023 | \$165,453 | \$165,453 | \$132,362 | \$0 | \$33,091 | <i>KY State Match</i> | |
| LOCAL | 2023 | \$24,386,161 | \$24,386,161 | \$0 | \$0 | \$24,386,161 | \$0 | \$0 |
| LOCAL | 2024 | \$8,651,000 | \$8,651,000 | \$0 | \$0 | \$8,651,000 | \$0 | \$0 |
| LOCAL | 2025 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |



**eSTIP Fiscal Constraints Report for STIP Period 2023
Clarksville MPO**

*New
Amd 95
Feb 8, 2024
(Clarksville Amd T123)*

| Fund Code | Fiscal Year | Budget Total | Programmed Funds | Federal Funding | State Funding | Local Funding | Federal Carryover | Remaining Balance |
|-----------|-------------|--------------|------------------|-----------------|---------------|---------------|-----------------------|-------------------|
| LOCAL | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| NHPP | 2023 | \$14,075,000 | \$14,075,000 | \$11,260,000 | \$2,815,000 | \$0 | \$0 | \$0 |
| NHPP | 2024 | \$2,910,000 | \$2,910,000 | \$2,328,000 | \$582,000 | \$0 | \$0 | \$0 |
| NHPP | 2025 | \$2,375,000 | \$2,375,000 | \$1,900,000 | \$475,000 | \$0 | \$0 | \$0 |
| NHPP | 2026 | \$1,890,000 | \$1,890,000 | \$1,512,000 | \$378,000 | \$0 | \$0 | \$0 |
| PHSIP | 2023 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PHSIP | 2024 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PHSIP | 2025 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PHSIP | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPP | 2023 | \$2,660,000 | \$2,060,000 | \$0 | \$2,660,000 | \$0 | \$0 | \$600,000 |
| SPP | 2024 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPP | 2025 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SPP | 2026 | \$4,730,000 | \$4,730,000 | \$0 | \$4,730,000 | \$0 | \$0 | \$0 |
| STBG-KY | 2024 | \$8,000,000 | \$8,000,000 | \$6,400,000 | \$0 | \$1,600,000 | <i>KY State Match</i> | \$0 |
| STBG-L | 2023 | \$28,927,728 | \$28,541,760 | \$23,270,105 | \$0 | \$5,657,623 | \$21,070,105 | \$385,968 |
| STBG-L | 2024 | \$5,472,664 | \$2,786,900 | \$4,378,131 | \$0 | \$1,094,533 | \$436,697 | \$2,685,764 |
| STBG-L | 2025 | \$5,300,502 | \$3,000,000 | \$4,548,611 | \$0 | \$751,891 | \$2,148,611 | \$2,300,502 |
| STBG-L | 2026 | \$5,450,502 | \$0 | \$4,648,611 | \$0 | \$801,891 | \$2,148,611 | \$5,450,502 |
| STBG-S | 2023 | \$4,326,000 | \$4,326,000 | \$3,460,800 | \$865,200 | \$0 | \$0 | \$0 |
| STBG-S | 2024 | \$31,035,250 | \$31,035,250 | \$24,828,200 | \$6,207,050 | \$0 | \$0 | \$0 |
| STBG-S | 2025 | \$1,163,000 | \$1,163,000 | \$930,400 | \$232,600 | \$0 | \$0 | \$0 |
| STBG-S | 2026 | \$290,750 | \$290,750 | \$232,600 | \$58,150 | \$0 | \$0 | \$0 |
| STBG-TA | 2023 | \$2,272,791 | \$2,272,791 | \$1,818,233 | \$0 | \$454,558 | \$0 | \$0 |
| TAP | 2024 | \$849,000 | \$849,000 | \$679,200 | \$0 | \$169,800 | \$0 | \$0 |

RESOLUTION 2024-05

APPROVING AN AMENDMENT TO THE FISCAL YEAR 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Transportation Improvement Program (TIP) is prepared every 4 years, per FAST Act guidance, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of projects reviewed by the Technical Coordinating Committee (TCC) and then recommended to the Executive Board to be advanced during the program period; and

WHEREAS, to amend the FY2023-FY2026 TIP for CTS budget revision:

TIP #25 Associated Capital Maintenance - In FY2024, change the 5307 total funds from \$150,000 to \$392,421 (313,936 fed; 39,242 state; 39,243 local).

In FY2025 change the 5307 funds in the amount of \$150,000 total funds to \$510,000 total funds (408,000 fed; 51,000 state; 51,000 local).

TIP #72 Transit Buses – In FY2024, add in 5339 total funds of \$538,648 (430,918 fed; 53,865 state; 53,865 local).

In FY2024, add in 5307 total funds of \$1,538,648 (430,918 fed; 853,865 state; 853,865 local).

In FY2025, change the 5339 total funds from \$2,500,000 to \$2,100,000 (1,680,000 fed; 315,000 state; 105,000 local).

In FY2025, change the 5307 total funds from \$1,000,000 to \$2,000,000 (0 fed; 1,600,000 state; 400,000 local).

WHEREAS, the locally developed Public Participation Plan has been followed in the development of the amendment to the TIP;

WHEREAS, these transit projects are exempt from conformity; therefore, no conformity determination was required for the amendment; and

WHEREAS, the Technical Coordinating Committee members do acknowledge that the TIP must be a financially constrained document and agree that said actions are appropriate and consistent with the FY2023-2026 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment CTS #3 to be made part of the FY2023-2026 TIP.

Resolution Approval Date: February 8, 2024

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

RESOLUTION 2024-05

APPROVING AN AMENDMENT TO THE FISCAL YEAR 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Transportation Improvement Program (TIP) is prepared every 4 years, per FAST Act guidance, with amendments prepared on an as needed basis. This process is in place to document the cooperatively developed program of projects reviewed by the Technical Coordinating Committee (TCC) and then recommended to the Executive Board to be advanced during the program period; and

WHEREAS, to amend the FY2023-FY2026 TIP for CTS budget revision:

TIP #20 Bus Stop Shelters – add in FY2024, 5307 funds for \$85,000 total (68,000 fed; 8,500 state; 8,500 local).

TIP #24 Support Facilities & Equipment – in FY2024, change the 5339 total funds from \$30,000 to \$103,000 (82,400 fed; 10,300 state; 10,300 local). In FY2025, change the 5339 total funds from \$3,000 to \$100,000 (80,000 fed; 10,000 state; 10,000 local). In FY2024 add in 5307 funds in the amount of \$88,200 total funds (70,560 fed; 8,820 state; 8,820 local).

TIP #25 Associated Capital Maintenance – In FY2024, FY2025 and FY2026 remove the 5339 funds. In FY2024, FY2025 and FY2026 add 5307 funds for each year in the amount of \$150,000 total funds (120,000 fed; 15,000 state; 15,000 local).

TIP #26 Support Vehicles - in FY2024, change the 5339 total funds from \$50,000 to \$60,000 (48,000 fed; 6,000 state; 6,000 local). In FY2025, change the 5339 total funds from \$50,000 to \$60,000 (48,000 fed; 6,000 state; 6,000 local). In FY2024 add in 5307 funds in the amount of \$110,000 total funds (88,000 fed; 11,000 state; 11,000 local).

TIP #28 Facility Renovation & Rehabilitation & New – In FY2024 add in 5307 funds in the amount of \$50,000 total funds (40,000 fed; 5,000 state; 5,000 local). In FY2024, change the 5339 total funds from \$5,000 to \$219,015 (175,212 fed; 21,901 state; 21,902 local). In FY2024 add in 5307 funds in the amount of \$600,000 total funds (480,000 fed; 60,000 state; 60,000 local).

TIP #30 Surveillance/Security – add new project to TIP. FY2024, 5307 funds in the amount of \$500,000 total funds (400,000 fed; 50,000 state; 50,000 local).

TIP #31 Communication Equipment – 4 FY 2024 and FY2025, 5339 funds in the amount of \$50,000 total funds (40,000 fed; 5,000 state; 5,000 local) for each year.

TIP #32 Computer Hardware – in FY2024, change the 5339 total funds from \$5,000 to \$25,000 (20,000 fed; 2,500 state; 2,500 local). In FY2024, change the 5307 total funds from \$25,000 to \$3,000 (24,000 fed; 3,000 state; 3,000 local).

TIP #33 Administration/Maintenance & Transit Center – Remove the 5303 funds for FY2024, and FY2025 each in the total amount of \$40,000.

TIP #35 Operating Assistance (Tennessee) - in FY2024, change the 5307 total funds from \$6,880,626 to \$3,881,414 (1,831,414 fed; 1,025,000 state; 1,025 local). In FY2025, change the 5307 total funds from \$3,835,225 to \$7,087,859 (2,937,859 fed; 1,250,000 state; 2,900,000 local). In FY2026, change the 5307 total funds from \$3,835,225 to \$7,400,000 (3,100,000 fed; 1,300,000 state; 3,000,000 local).

TIP #36 Operating Assistance (Kentucky) - in FY2024, change the 5307 total funds from \$628,084 to \$1,419,130 (709,565 fed; 0 state; 709,565 local). In FY2025, change the 5307 total funds from \$628,084 to \$820,000 (410,000 fed; 0 state; 410,000 local). In FY2026, change the 5307 total funds from \$628,084 to \$820,000 (410,000 fed; 0 state; 410,000 local).

TIP #58 Non Fixed Route ADA Paratransit Service – in FY2024, change the 5307 total funds from \$342,766 to \$341,789 (273,431 fed; 34,179 state; 34,179 local). In FY2025, change the 5307 total funds from \$341,789 to \$482,550 (386,040 fed; 48,255 state; 48,255 local).

TIP #59 Engineering and Design (Transit) – In FY2024, change the 5307 total funds from \$40,000 to \$140,000 (112,000 fed; 14,000 state; 14,000 local). In FY2024 add in 5307 funds in that amount of \$100,000 (80,000 fed; 10,000 state; 10,000 local). In FY2026 add in 5307 funds in that amount of \$3,000,000 (2,400,000 fed; 300,000 state; 300,000 local).

TIP #61 Construction (Transit) – For FY2024 add in 5307 funds in the total amount of \$35,000 (28,000 fed; 3,500 state; 3,500 local). For FY2025 add in 5307 funds in the total amount of \$1,500,000 (1,200,000 fed; 150,000 state; 150,000 local).

TIP #63 Paratransit Vehicles – for FY2024, FY2025, and FY2026 add in 5310 funds in the total amount of \$300,000 (240,000 fed; 30,000 state; 30,000 local) for each year.

TIP #72 Transit Buses – remove the 5307 funds and 5339 funds for FY2023. For FY2025 add in 5339 funds in the total amount of \$2,500,000 (2,000,000 fed; 250,000 state; 250,000 local). For FY2025 add in 5307 funds in the total amount of \$1,000,000 (800,000 fed; 100,000 state; 100,000 local). For FY2026 add in 5307 funds in the total amount of \$1,650,000 (1,320,000 fed; 165,000 state; 165,000 local).

TIP #74 Fare Collection – add in new project with 5307 funding for FY2024 in the amount of \$600,000 (480,000 fed; 60,000 state; 60,000 local).

WHEREAS, the locally developed Public Participation Plan has been followed in the development of the amendment to the TIP;

WHEREAS, these transit projects are exempt from conformity; therefore, no conformity determination was required for the amendment; and

WHEREAS, the Technical Coordinating Committee members do acknowledge that the TIP must be a financially constrained document and agree that said actions are appropriate and consistent with the FY2023-2026 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Executive Board of the Clarksville Urbanized Area Metropolitan Planning Organization does hereby adopt this amendment CTS #3 to be made part of the FY2023-2026 TIP.

Resolution Approval Date: February 8, 2024

Authorized Signature:

Mayor Joe Pitts, Chairperson
MPO Executive Board

**Sections 5311/5339/5310/5303/5304
SFY 2025**

Resolution 2024-06

A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION WITH THE DEPARTMENT OF TRANSPORTATION, UNITED STATES OF AMERICA, FOR A GRANT UNDER THE INFRASTRUCTURE INVESTMENT AND JOBS ACT and A RESOLUTION COMMITTING THE LOCAL SHARE OF FUNDS NECESSARY TO SECURE A SECTION 5311/5339/5310/5303/5304 GRANT APPLICATION.

WHEREAS, the Secretary of Transportation is authorized to make grants for mass transportation projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs; and

WHEREAS, it is required by the U.S. Department of Transportation in accordance with the provisions of Title VI of the Civil Rights Act of 1964, that in connection with the filing of an application for assistance under the Infrastructure Investment and Jobs Act, the applicant gives an assurance that it will comply with Title VI of the Civil Rights Act of 1964 and the Department of Transportation requirements thereunder; and

WHEREAS, it is required by the U.S. Department of Transportation in accordance with the provisions of Section 504 of the Rehabilitation Act of 1973, that in connection with the filing of an application for assistance the applicant gives an assurance that it will comply with Section 504 of Rehabilitation Act of 1973 and the U.S. Department of Transportation requirements thereunder; and

WHEREAS, it is required by the U.S. Department of Labor in accordance with the provisions of Section 5333(b) of the Infrastructure Investment and Jobs Act, that in connection with the filing of an application for assistance under the Infrastructure Investment and Jobs Act, and in the absence of a waiver from the U.S. Department of Labor, the applicant gives an assurance that it will comply with Section 5333(b) of the Infrastructure Investment and Jobs Act, and the U.S. Department of Labor requirements thereunder; and

WHEREAS, it is the goal of the applicant that disadvantaged business enterprises be utilized to the fullest extent possible in connection with this project, and the definite procedures shall be established and administered to ensure that disadvantaged businesses shall have maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts or consultant and other services.

NOW, THEREFORE, BE IT RESOLVED BY THE MPO Executive Board (Governing Board), hereinafter referred to as Applicant's Governing Board, OF THE Clarksville Urbanized Area Metropolitan Planning Organization (Agency Name), hereinafter referred to as Applicant, authorizes the following in regard to Stan Williams, MPO Director (Name & Title), hereinafter referred to as Agency Representative:

- Section 1. That Agency Representative of the Applicant is authorized to execute and file an application on behalf of the Applicant with the U.S. Department of Transportation, to aid in the financing of the Planning [type(s) of grant requesting: [capital, operating, administrative, planning] assistance projects described in the attachment.**
- Section 2. That Agency Representative is authorized to execute and file with such application an assurance or any other document required by the U.S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.**
- Section 3. That Agency Representative of the Applicant is authorized to set forth and execute affirmative minority business policies in connection with the project's procurement needs.**
- Section 4. That Agency Representative of the Applicant is authorized to set forth and execute with such application an assurance that the Applicant will comply with the conditions of the Section 5333(b) Warranty as required by the U.S. Department of Labor effectuating the purposes of Section 5333(b) of Infrastructure Investment and Jobs Act.**
- Section 5. That Agency Representative is authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application or the project.**
- Section 6. That Agency Representative is authorized to execute grant contract agreements on behalf of Applicant with the Kentucky Transportation Cabinet for aid in the financing of the Section 5303 Planning Grant [type(s) of grant requesting: [capital, operating, administrative, planning] assistance project(s).**
- Section 7. That Agency Representative is authorized to sign all grant, budgets, application and contract agreements via electronic signature on behalf of Applicant with the Kentucky Transportation Cabinet.**
- Section 8. This Resolution shall be in full force and effect from and after the date of its adoption.**

WHEREAS, Applicant is authorized by KRS 96A (Statutory Authority) to apply for and accept grants of money to assist in the implementation of a transit system or for transportation planning in Clarksville Urbanized Area MPO's Planning Area (Applicant's service area); and

WHEREAS, Applicant has applied to the Kentucky Transportation Cabinet and the Federal Transit Administration of the United States Department of Transportation Act of 1964, in connection with the Section 5311/5339/5310/5303/5304 project; and

WHEREAS, said Applicant requires assurance of the Applicant's Governing Board relative to the commitment of the local share for the Section 5311/5339/5310/5303/5304 project(s).

NOW THEREFORE, BE IT RESOLVED BY THE Applicant's Governing Board,

1. That the Applicant's Governing Board hereby gives assurance that it is the intent of this Body to commit its local share of the funds necessary to support this project to improve transit service in Applicant's service area, as stated above, for a minimum of five years from the inception of the project. Said local share of expenses is to be resolved from City of Clarksville (source of local share);
2. That the Applicant's Governing Board hereby gives assurance that it is the intent of this Body to continue the operation of transit service or planning for transit service for a minimum of five years.

ADOPTED by vote of the Applicant's Governing Board this 8th day of February, 2024.

Approved:

Mayor Joe Pitts
Printed Name

Executive Board Chairman
Title

Signature

Attest:

Stan Williams
Printed Name

Clarksville MPO Director
Title

Signature

I, being the duly appointed Clarksville MPO Director (Title) of the Applicant, do hereby certify that the foregoing is a true and correct copy of Resolution No. 2024-06, adopted by the Applicant's Governing Board, February 8, 2024 (Date).